

hope when the time comes we can work to craft an amendment that would right this wrong, that would ensure that ethanol is treated the same as any other fuel that we have in the country, and that would improve the quality of this legislation before it passes the Senate, if it is able to do so.

I yield the floor and suggest the absence of a quorum.

The PRESIDING OFFICER (Mrs. DOLE). The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. FRIST. Madam President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

MORNING BUSINESS

Mr. FRIST. Madam President, I ask unanimous consent that the Senate proceed to a period of morning business.

The PRESIDING OFFICER. Without objection, it is so ordered.

HAIL TO THE CHIEF

Mr. STEVENS. Mr. President, the other morning, as I read the clips from the Anchorage Daily News, I was taken by a report of an event that took place when President Bush landed on the aircraft carrier off of San Diego.

I ask unanimous consent that this Anchorage Daily News article be printed in the RECORD following my remarks on this subject.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 1.)

Mr. STEVENS. This article referred to Petty Officer 3rd Class Francis Cushingham IV, who met and shook hands with the President three times while he was on the aircraft carrier. It describes how this 21-year-old Alaskan from Eagle River and his 5,000 shipmates played host to President Bush and what they did.

President Bush was on board all day getting to shake hands with almost every member of the crew. As the article says:

Trust an Alaskan to make the most of opportunity. Despite an uncertain start, Cushingham managed to shake Bush's hand three separate times, get his picture taken with the President, and appear in a background shot on the Today show.

The article goes on to say that Cushingham considers it to be proof of his few moments of glory and has a quote from him:

It's something I'm going to keep to show to my children and my grandchildren. I can say, "Hey, I met the President."

There are people who criticized the President for having landed on that aircraft carrier. As a pilot, I envy the opportunity he had to land on that aircraft carrier and I certainly do not criticize the President for his visit.

Our battle carrier groups are tremendous examples of the ability of the United States to project force to all

corners of the globe. What better way to show the world that force than to have the President of the United States land on this aircraft carrier as it returned to its home base?

In fact, before the President landed on that carrier, the basic air combat groups on board the carrier had left. They fly ahead of the vessel as it goes into home port so they can go have their reunions with their families at the air bases, which reflect their duties. The sailors' families meet them as they come in to port. In this instance, it was San Diego. I have witnessed some of those real amazing events when a major ship comes back into port.

This visit of the Commander-in-Chief was accomplished within normal allocation of training flight hours to the pilots who flew him there. He was a passenger. He, as well as I, would like to experience landing a plane on an aircraft carrier but we know we cannot do that.

Very clearly, the President was carrying out the tradition of every President since John Tyler in 1844. President Eisenhower visited aircraft carriers after World War II. In 1980, Jimmy Carter visited the Nimitz, and in 1994, President Bill Clinton, on the George Washington, went from England to France for the 50th anniversary of the Battle of Normandy. I do not remember any criticism of that. In fact, to the contrary. I think Americans are proud of the fact their President goes out to greet the troops as they are coming back and spends time with them.

As this article points out, this Alaskan greeted the President as he came out of the gym. He had gone to work out with some of the guys and gals on board. I cannot think of a better way for a Commander-in-Chief to demonstrate the great confidence we have in the young men and women who performed their duty in Iraq.

I ask unanimous consent that another article which I have be printed in the RECORD following my remarks.

The PRESIDING OFFICER. Without objection, it is so ordered.

(See exhibit 2.)

Mr. STEVENS. This is an article from the Copley News Service entitled "Bush Continues Seagoing Tradition." It points out the number of times that Presidents have gone on board aircraft carriers.

Long before I came to the Senate, I remember when Adlai Stevenson came to Alaska. He was just a Presidential candidate. We traveled miles and miles to see him, although I was a Republican candidate for office at the time. I think every American wants to see the President and is totally honored to ever be in the presence of the President. That person represents the honor of our country, and I cannot think of a better way for a President to do it than to go out and land on an aircraft carrier and honor those who have served our country so well in Iraq.

I do congratulate the President and I hope he keeps it up. I hope he visits every naval vessel he can visit and every military base he can visit.

This generation has done a tremendous job for us in Afghanistan and Iraq. My generation was referred to as "the greatest generation." I think these young people far surpass what we did in terms of their ability to follow orders, to achieve the goals that are set for them, and to do it in a very humane and humanitarian way.

Again, I think the President did the right thing by thanking the soldiers and sailors and marines on that aircraft carrier in person. I again repeat, I hope he will do it again.

EXHIBIT 1

AFTER SHAKY START, ALASKAN GREETS BUSH THREE TIMES

(By Sheila Toomey)

Petty Officer 3rd Class Francis Cushingham IV was so nervous about meeting the president that he almost blew his first opportunity.

"I'm all freaking out. I was basically scared to meet him. I mean, he's like basically the most powerful person on the planet," Cushingham said by phone Friday from San Diego, where the aircraft carrier USS Abraham Lincoln is docked.

The 21-year-old from Eagle River and his 5,000 shipmates played host Thursday to President Bush, who declared victory in Iraq in a speech broadcast from the carrier as it approached the California coast. The ship, which left the United States in July, was returning from duty in the Persian Gulf.

Bush was on board all day, and getting to shake his hand became a ship-wide obsession.

Trust an Alaskan to make the most of opportunity. Despite an uncertain start, Cushingham managed to shake Bush's hand three separate times, get his picture taken with the president and appear in a background shot on the "Today" show.

"I'm basking in it," Cushingham said. "Everybody was honored and excited. There's a lot of people who didn't get the chance to shake his hand, and they're all bummed out."

The first occasion was outside Cushingham's work station, a room of computers used in navigating the massive ship that's located along a corridor leading to the captain's cabin. When a bunch of Secret Service agents appeared, signaling the president's approach, Cushingham said he got nervous and turned to leave. A colleague stopped him, and the first shake took place.

"I said, 'How are you, sir? It's a pleasure to meet you, sir.' He said, 'Thank you for your service to your country.' I swore my face was the brightest hue of red you could possibly muster, but my friend said I didn't look nervous."

An hour later, Bush was returning from the ship gym, wearing workout clothes, needing a shower, friendly and shorter than he looks on television, the 6-foot-3-inch Alaskan said.

"He stood in the doorway, saw all of us with our cameras, and pretty much offered a photo op right there. . . . He said, 'Who has a camera? Who am I standing with first?'"

"I shook his hand about 4:20 in the afternoon," Cushingham said. "Pacific time."

The third shake was up on deck, after Bush's speech. Now a pro, no longer nervous, Cushingham maneuvered to be among the group Bush was scheduled to shake hands with in the afterglow of the international media event.

Pressing presidential flesh was good, Cushingham said, but the photo is best. It's proof of his few moments of glory.

"It's something I'm going to keep to show to my children and my grandchildren. I can say, 'Hey, I met the president.'"

EXHIBIT 2

BUSH CONTINUES SEAGOING TRADITION

(By Otto Kreisher)

WASHINGTON.—President Bush's stay aboard the Abraham Lincoln off San Diego today will continue an unbroken record of presidential visits to U.S. Navy aircraft carriers that goes back to Dwight D. Eisenhower in 1957.

Nearly half of those carrier visits have occurred in the same Southern California waters that Bush will sail through during his overnight cruise aboard the Lincoln as it nears the end of a war-extended deployment to the Persian Gulf.

The Lincoln will be the first U.S. warship Bush has gone aboard as president, an apt recognition of the major role that carriers have played in the conflicts that he ordered in Afghanistan and Iraq.

Because the Lincoln will be too far off San Diego for a helicopter, Bush will fly to the carrier in a tactical aircraft, a historic first for a president.

After arriving at North Island Naval Air Station aboard Air Force One this morning, Bush will board a twin-jet S-3B Viking from Sea Control Squadron 35. The plane will make a cable-assisted landing on the Lincoln.

Though he served in the Texas Air National Guard, Bush will be merely a passenger strapped in next to the pilot, according to White House spokesman Ari Fleischer. "For the sake of the landing," Fleischer said. "I'm sure he will be doing no piloting."

Closer to land tomorrow, Bush will return by helicopter and leave North Island before the Everett, Wash.-based carrier arrives in San Diego Bay.

The Navy will not discuss where Bush will stay during his night on the nuclear-powered carrier, citing security concerns. But the president could use either the spacious suite provided for the carrier battle group commander, Rear Adm. John M. Kelly, or the large cabin available to the Lincoln's commanding officer, Capt. Kendall Card.

Both provide a comfortable bedroom with adjoining "head"—Navy for bathroom—and large conference or dining room located several levels above the flight deck.

Presidential staff likely will be put into some of the officer staterooms vacated by about half of the air wing's squadrons, which will have flown off to their home stations before Bush arrives.

Eisenhower started the trend of commanders-in-chief touring carriers with his overnight stay on the Saratoga in June 1957. But every U.S. president has spent time on a Navy vessel since John Tyler in 1844, although for several the only nautical exposure was on the presidential yachts.

Other presidents have spent a lot of time on warships, with the two Roosevelts—both one-time assistant Navy secretaries—leading the pack in visits.

Theodore Roosevelt, who had served as acting Navy secretary, visited at least six warships as president, including a primitive submarine in 1905.

Franklin D. Roosevelt, who had been assistant Navy secretary, spent months aboard 12 different warships, including many wartime voyages for overseas conferences with allied leaders.

Although neither Roosevelt ever visited a carrier, both have had flattops named for them.

George H.W. Bush followed FDR's example of using warships for security overseas. He stayed aboard the cruiser Belknap during a 1989 summit with Soviet President Mikhail Gorbachev in Malta and on the amphibious assault ship Tripoli during a New Year's 1992 visit to troops in Somalia.

The elder Bush, a World War II Navy carrier pilot, also visited the carrier Forrestal during his Malta stay.

John F. Kennedy, a PT boat captain in World War II, became the first president to visit a carrier off San Diego when he toured the Oriskany on June 6, 1963. He then spent that night aboard the Kitty Hawk, watching flight operations.

Lyndon B. Johnson spent a night aboard the nuclear-powered Enterprise off San Diego on Nov. 10-11, 1967.

Richard Nixon used two carriers to broadcast Armed Forces Day message to the troops: The Hornet on May 17, 1969, off the Virginia coast and the Independence on May 19, 1973, docked at Norfolk.

Jimmy Carter's visits aboard the carrier named for Eisenhower in 1978 and the Nimitz in 1980 occurred in the Atlantic. The former nuclear-qualified submariner toured the Eisenhower's nuclear reactor spaces—probably the only president ever to visit that highly restricted area.

Ronald Reagan spend part of Aug. 20, 1981, on the San Diego-based Constellation, off the California coast.

Bill Clinton visited three carriers and spent a night aboard the George Washington on June 5-6, 1994, sailing from England to Normandy for the 50th anniversary of the D-day invasion.

SMITHSONIAN BROUHAHA

Mr. STEVENS. Mr. President, turning to another subject, I have been concerned about the newspaper reports and stories about the Smithsonian's exhibit that was moved within the museum by its managers. Many of those newspaper stories and other news stories have indicated that I pressured the Smithsonian Museum to move that exhibit. That is absolutely not true. No member of my office nor I contacted the Smithsonian. I checked with the other two members of the Alaska delegation. None has commented on that exhibit or interfered in any way.

When I looked into it, I concluded the Smithsonian was right. It was not just an exhibit of beautiful pictures of Alaska—and I love beautiful pictures of my State. It was an attempt to use the Smithsonian as a place to carry forward the position of the Wilderness Society on the question of whether or not oil and gas development should take place on the Arctic coast.

That is a public issue. Suppose I had taken all the photos and all the exhibits I have displayed on the floor and took them to the Smithsonian and said I wanted them positioned so the people coming in can understand why we should go forward in drilling ANWR. I believe the Senate would come apart at the seams.

This action that has been taken is contrary to the basic concept of the Smithsonian. It should not be a place for advocacy on a public issue. Clearly, that is what happened. It was an exhibit based on a book with contributors

William Meadows of the Wilderness Society; Debbie Miller, of the Alaska Wilderness Society; Fran Mauer, former refuge manager; and former President Jimmy Carter, of the Alaska Wilderness League.

Let me describe the cover of the book. The book talks about seasons of life and land and a photographic journey through Alaska. That is wonderful. They are great photographs. What is the purpose of the book? The purpose of the book is to make people think the land depicted in this book is endangered. There is a picture of a red sign with caribou, labeled "endangered." "Why is this land connected to us all?"

Of the 19 million acres of the Arctic Wildlife Refuge, all but 1.5 million is protected. The Arctic Wildlife Refuge is already protected. It is not endangered. The other 1.5 million acres is an area set aside by an amendment offered by Senator Tsongas of Massachusetts, a Democrat, and Senator Jackson of Washington, a Democrat. It was passed by the Senate, passed by the House, and the bill was signed by President Jimmy Carter in 1980 after the election.

President Carter has a foreword in this book. It says:

In 1960, President Dwight D. Eisenhower established the original 8.9 million-acre Arctic National Wildlife Range to preserve its unique wildlife, wilderness, and recreational values.

I know that; I helped draft that order. I was at the Interior Department as a solicitor of the Department of the Interior.

President Carter continues:

Twenty years later, I signed the Alaska National Interest Lands Conservation Act, monumental legislation safeguarded more than 100 million acres of national parks, refuges, and forest lands in Alaska.

That is true.

This loss specifically created the Arctic National Wildlife Refuge, doubled the size of the former range, and restricted development in areas that are clearly incompatible with oil exploration.

Since I left office, there have been repeated proposals to open the Arctic Refuge coastal plain to oil drilling. Those attempts have failed because of tremendous opposition by the American people. . . .

This is a propaganda book. President Carter signed that law that had the Tsongas-Jackson amendment that authorized us to go forward with oil and gas development as long as an environmental impact statement demonstrated there would be no irreparable harm to the Arctic Plain.

President Carter has now developed opposition after signing the law that authorized oil and gas development. And the law would never have passed if it had not permitted it.

The basic thing today is what to do about these people both in the Senate and elsewhere who are trying to persecute the Smithsonian officials who saw what they were trying to do. They were trying to use the Smithsonian to further their cause in opposition to the discussions going on in the Congress on